WASHINGTON, D. C., TUESDAY MORNING, DECEMBER 1, 1874.

21 I STREET NORTHEAST-FOR BENT

comity forms her rooms, including partor and he come on first foor. All modern conveniences, not-MWFif

FOR RENT-SEVERAL OFFICE ROOMS

337 C STREET NORTHWEST.-FOR

FOR RENT-FLEGANTLY-FURNISHED

803 GSTEELT SORTHWEST -FOR BEST,

936 ENTREET NORTHWEST.-BOOMS

ply to EDW ARD DOLAN, 184 F street, apgs-tf

FOR RENT - ELIGIBLE ROOMS, CON.

LOR and two Books on the first seen, and three
Chambers on the third near, all their rooms and
suitably farmished.

PERSONAL.

bothle the amount "a led, he DAVIDSON, not5-56 feet Pennsylvania ave. northwest.

Bought for Cash.

PIANOS.

SLENDID STOCK

not-Tu.Thasif

### WANTS. FOR RENT.

WANTED-EVERY HOUSEKEEPER TO 39 SOUTH B STREET. FOR RENT, PAR-VV call at 1000 V street and examine Carter's Surgiar Ahran. The most reliable and sceure pro-tertion out again-t burgiars and sneak thieve. Agents to caura a wanted. WANTED-ONE HUNDRED CARTS AND W one hundred men. Carts, \$2.35; men. with shows, \$1.55 per day. Will be paid every Satur-day. At pix to B. R. SMITH, corner of New Jersey avenue and B streets morth-west. [Star] West. (Star) december ANTED-A FIRST-CLASS DRESS. MAKER wants a familian as semistress and is yemide, and has a natural talent for all kinds of sewing. Good references, if required. Apply at 828 Nixib street, between H and T northwest. HE SALE—A RARE CHANGE.—A
GOOD HACK, HORSES and HARNES? comc. Price, \$500 cash. Also, a good two-secaled,
that-ten family of Allitable, and one good
DBI GOY. Aprily at (april) IIII Livery
do: No. or Third street sentings.

WANTED-A PHONOGRAPHER DEstres a position as secretary or amanucusis. WANTED-EVERY LADY TO KNOW

shed or unfurnished, can have them rented by seing them in our hinds. We have a large and rest demand for HOTSES to rent, and owners and who may be desirent of rentling will find it their advantage to call uses or of auch who may be desirous of rending will find H
o their advantage to call upon us.

HESTER & EVANS,
Real Estate Brokers,
not-WFMif

938 ESTREET, BETWEEN NINTH AND NEW AND SECOND-HAND-ONE PRIOE only. New clothing sold at very reasonable prices. Scienced stork of accond-hand clothing, sold at JUSTH's, sip D intect, between Sixth and Seventh borthwest. Branch store, 1215 E street, between Twister and Tartecenth X.W. Jys

a fire three-toy trick dwelling, twelve all messiral impresements, consections clear an at locations within one square of the street around the street aroun V ture, Bedclothes, Second-hand Clothing, and Boots and Bloses. Will pay the highest cash prices, tirders by mall promptly attended to, by H. COLE-MAN & CO., No. 368, corner of Tenth street and Pennsylvania avenue. 1532 A STREET NORTHWEST, COR-

A N OPPORTUNITY SELDON OFFERED.

cur-story BUICK HOUSE, on I street worthest, near St. Alorstus church. FRAME HOLBE and Lot on Estreet, near Secnid northwest.
Two COTTAGE FRAMES and large Gardens, on street, between First and Se, and mortheast.
LOTS Jamaid. Square 625, on E. etreet, between ew Jersey avenue and North Capital street.
Three story BRICK, No. 28 Fourteenth street

P Park Phaetons in the city, in good order and strong y built; can be seen at ANDREW 2. JOYCE'S Carriage Bepodtory, corner Fourteen and Estre to northwest. FOR SALE—A NEW COPTAGE HOUSE, AT tellar, waster and gas, House sover (7) rooms and cellar, waster and gas, House sover, Coronaming 5,431 freet; front, 6031 deep. Price \$4,50. Apply at JOHN C. CALLAHAN 8 Faint Store, or

ROR SALE-I OFFER FOR SALE ONE half of the patent right in Whitney's Wheat-cleaner. One of the machines is now running in Welch's flour mill in Georgetown, and they say it is the best cleaner in sec. Apply to D.W. GABST, No. 229 Massarius cetts avenue northwest. I am at liberty to refer to Meesrs. Welch. 1025-61.

A FINE PAIR OF GRAY CARRIAGE

FOR SALE.-LOT OF GOOD SALMON BRICK, Apply to Room 7, W. P. MYERS, BOYLS-CHE ROOM 7, Plant's Building. SALE-HORSE, PHAETON AND ARNESS, or separately, Horie stylish, kind, FOR SALE-HORSE, PHAETON AND HARNESS, or separately. Horse styllsh, kind, reliable and spe. dy. Apply at No. sta Vificenth street. novisity

TVY CITY LOTS, \$200. ms, small cash payments; belance \$10 MONTHLY. AT IVY CITY.

703 FIFTLENTH STREET NORTH-HOOMS for rent, over Thompson a Drug Store, no Fifteenth sixed. \$25 Cash; balance MONTHLY.

FOR SALE OR RENT.

### LOST AND FOUND.

LOST-A SMALL BOX. WHAPPED IN yellow paper. A reward will be east for the currie Boom No. 11. Navy Department detection O S T-ON TUESDAY EVENING, NO. J vember 24, between their telarch, George-su, and Swenteenth street, Washington, a same ad Solitaire EARUING. The finder will be exally rewarded on leaving same at 212 Seventh street northwest.

CIRCULATION OF FORGED BONDS. PRILABELPHIA, Nov. 30,-George F. Hill, sec-retary of the Safeguard Insurance Company, of this city, was arrangined before Alderman Beitler to counterfeit bonds having been given by the the pricaner for the purpose of obtaining money on them. Martin L. Sikes, treasurer of the Chiage and Northwestern railroad, testified to the fradulent character of the bonds. At the close of the evidence Mr. Cassidar, who appeared for the prosecution, seked that the defendant be peared on its face, and to extend the hearing today any further might interfere with future de-

SHIPWRECK AND LOSS OF LIFE. BALTIMORE, Nov. 30 .- The steamer Wilmington from New Orleans arrived here to-day, and reported that at 10 o'clock yesterday morning 320 INDIANA AVENUE -FOR RENT-Handronely furnished Rooms, at No. 220 Octi-1f during a heavy squall off Cape Henry she encountered the schooner James Bradley, with a cargo of stone bound from Bichmond to Philadelphia, in distress, having had her sails blown may and otherwise disabled. The crew of the NOTICE—ALL PARTIES WHO HAVE left any articles (IN DEPOSIT with us, and within have not been rearwed for three months, will take notice that the same with the soil of thought yesteve it and redeemed before been alwer it. St. 8, 400, Destrikly & CO. schooner were transferred to the steamer. The second officer of the Wilmington, L. T. Foley, with four seamen, proceeded on board the Brad-ley with a hawser. About 4 p. m., when opposite Smith's Point, in the vicinity of the late Louisiana disaster, the Bradley suddenly sunk by the \$15,000 TO LOAK, IN ONE OR MORE he seamen, Michael Sheridan, were drowned.

DESPERATE ENCOUNTER. CONFIDENTIAL CONSULTATIONS. BOARD OF AUDIT CERTIFICATES Northeast corner Fifteenth street and New York avenue, up stales. DR. ROBERTSON, NO. OF TENTH SETEET.

THE TILTOX-BEECHER SUIT. world-newowned Pianos
Md., just received.
Md., just received.
Planos from other celebrated factories for sale
and rent on accommodating terms.
Tuning promptly attended to.
(Nidow of the late F. C. Brichenhack.)
206-11

### POST OFFICE DEPARTMENT.

OPERATIONS OF THE DEPARTMENT DURING THE PAST YEAR.

STATISTICS OF DEAD AND REGISTERED LETTERS-THE PUSTAL LAW QUESTION-THROUGH AND FOREIGN MAILS-EXTENT OF THE FREE-DELIVERY SYSTEM-ROS-

The following extracts from the report of the Postmaster General are in addition to those printed in our issue of yesterday: "The ordinary revenues of this Department, arising from sales of postage stamps, stamped envelopes, newspa-per wrappers, and postal cards, letter and newspaper postage, box rents and other emuluments, senalties, and forfeitures, money found in dead letters that could not be returned to the writers, and miscellaneous items during the fiscal venr ended June 30, 1874, were \$24,593,568.64, and the expenditure of all kinds \$32,126,414.58. For the fiscal year ended June 30, 1873, the revenues from the same sources were \$22,928,157.57, and the expenditures of all kinds \$29,084,945.67. For the last fiscal year there was an increase of revenue, exclusive of revenue from the money-order business and from official stamps, of \$1,674,411.27, or 7.30 per cent., and an increase of expenditures of \$3,041,468.01, or 10.467 per cent. A comparison of the fiscal year 1875-'74 with 1871-'72 shows an increase in revenue, exclusive of revenue from the money-order business and from official stamps, of \$3,130,576.28, or 14-58 per cent., and in expenditures of \$5.468,222.27, or 20-51 per cent. To the or-dinary revenue of the Department should be added the amounts drawn and expended for sabsidies to mail steamship lines, (\$662,500,) which will show the amount drawn during the year from the general Treasury, under the appropriations to meet deficiencies, to have been \$5,259. 33.55, against \$5,265,475 in the fiscal year ended

ESTIMATES FOR 1876.

The estimated expenditures for the year ending June 30, 1876, are \$30,024,034.

The ordinary revenues are estimated at 12 per cent, over those of the past fiscal year, making \$375.548,155; estimated revenue from the money-order business, \$190,000; estimated revenue from official postage stamps and stampes envelopes rupplied the various Departments, \$1,500,000—making the total estimated revenue for the year ending June 30, 1876, \$25,148,156—leaving a deficiency to be appropriated out of the general Treasury of \$7,514,578.

The toregoing estimates do not include the following special appropriations to be made out of the general Treasury:

lowing special appropriations to be made out of the general Treasury:
For mail steamship service between San Francisco and Japan and China, under acts approved February 17, 1865, and February 18, 1867, \$500,000; for special subsidy to above lines under sections Jand 6 of act approved June 1, 1872, \$500,000; for mail steamship service between the United States and Branil, under act approved May 28, 1864, being for three months' service, from July 1 to September 30, 1875, on which date the contract terminates, \$37,300; for mail steamship service between the United States and the Sandwich islands, under act approved March 2, 1857, \$75,000; for official postage stamps and stamped envelopes for the use of the Post Office Department during the year, \$386,600—total, \$2,095,500.

the year, \$966,000—total, \$2,093,500.

DEAD-LETTERS.

A tabular statement appended to the report of the Third Assistant Postmaster General July sets forth the operation of the dead-letter division of that office during the past year, which may be summarized as follows: Number of domestic letters received, 4,28,473; number of foreign letters received, 223,300; total, 4,601,773—representing an actual or nominal value of \$4,607,459,08. Number of letters delivered, 1,502,224, representing \$43,907,883,60; funduding 225,803 foreign letters returned, unopened, to the countries whence they came;) number filed for reclamation, 24,853, representing \$42,907,883,60; number at the close of the year either remaining not neted upon or outstanding in the hands of postmasters for delivery, \$51,707, representing \$480,577; number which, containing circulars, or, hilling in delivery and being worthless, were destroyed, 2,622,618. The number of applications for dead-letters was 8,429, In 2140 if these cases the letters were found and properly delivered.

June 20, 1873," so as to avoid stellading therein the mass of irce matter sent through the malis for the few months preceding the expiration of the franking privilege at the date named. A call had been made in February, 1873, upon the railroad companies in the New York and New England section for a weighing in March, 1873, with a view to the readjustment of their pay for the new contract term commencing on the hat of July of that year. The new net rendering the returns submitted under that call useless, another weighing was asked for, to commence October 1, 1873, not only in New York and New England, but throughout the country. This call was very generally responded to, and the results are exhibited in table E in the appendix to the report.

Upon the returns so submitted, the pay from July 1, 1873, has been readjusted upon 418 routes, of which the rates were increased on 327 and decreased on 85, and the net result being an increase of \$1,24,237.40 in the amount of annual pay. To include in the readjustment the routes yet to be heard from, it is estimated that a further increase of \$24,021.34 will be necessary, making the whole amount \$1,298,349. The details of the readjustment are shown in Table F in the appendix, togother with the adjustment of pay on 32 new routes. The set authorizing the readjustment appropriated \$600,000, or so much thereof as may be necessary, "for the Increase of pay which it was expected to occasion. Beddes the specific sum, the regular appropriation for "inland transportation" may be regarded as an allewance for the usual increase caused by the re-

THROUGH MAILS.

The usual through-mail tables, numbered from 1-to 35, are presented in the appendix. They show that for the year ending September 30,1874, the average time to San Francisco from New York was 173 hours 32 minutes, against 199 hours 4 minutes the previous year—a gain of 5 hours 32

as may be necessary, for the increase of pay which it was expected to occasion. Besides the specific sum, the resular appropriation for "inland transportation" may be regarded as an allownnee for the usual increase caused by the rendjustment of pay on railroad routes, which had been in progress for a number of years before the passage of the act of March 3, 1873. The increase can this account for 1872, as shown by the raport for that year, amounted to \$534,86.93. The increase for 1873 was only \$423,823.55, but the fulling off from the amount for the preceding year thus apparent resulted from the fact that in consequence of the passage of the act of March 3, 1873, the residuation of the passage of the act of March 3, 1873, the residuation of the passage of the act of March 3, 1873, the residuation of the passage of the act of March 3, 1874, the residuation of the passage of the act of March 3, 1874, the residuation of the contrast term commencing July 1 of that year was postroned to awa't the receipt of the new returns required by that act. The cost of "inland transportation" for 1873 was 8 9 per cant, more than for 1872. Adding the same percentage to the \$54,869.94 increase by readjustment for 1873, the increase of 1873, if it had been completed that year, would have amounted to \$585,029.54. The appropriation for "inhand transportation" for 1874, apart from the half million specifically provided for the increase of compensation on railroad routes, was \$3.56per cent, more than the cost for 1873. Adding this latter percentage to the \$885,029.54 to which the increase by readjustment for 1873 would have amounted, the usual increase for 1874 may be set down at \$419,040.8. But this amount falls short by the sum of \$355,59.56 or covering the increase of cost over the appropriations were based on 1874, the five see, will amount to \$67,000.52. This excess results from the fact that the weights of mails taken subsequently to June 20,1873, as the basis for the readjustment, were much larger than the weights previously tak itted for a further braring. He stated that St. 7, 108. 22. This excess results from the fact that the weights of mails taken subsequently to June 30, 1873, as the basis for the readjustment, were much larger than the weights previously taken, upon which the estimates for the appropriations were based. In 1897, the first year that mails were weighed, the largest weight carried on any road was 25,000 pounds, and there were about 340 miles of road transporting 20,000 pounds and upward. In 1874 the largest weight carried on any road was 30,700 pounds, while on between 2,400 and 2,500 miles of road are transported 20,000 pounds and upward, and on over 1,000 miles of road are transported 30,000 pounds and upward, in 1858 the average pay to railroads per mile was \$115.77; in 1807 it was \$112.08; in 1873 it was \$115.77; in 1807 it was \$112.08; in 1873 it was \$114.00; but in the meantime the buiks of mails had increased at least threefold, and the space occupied on the cars was at least doubled.

The haw of 1845 was so framed that the maximum pay allowed to any railroad was \$775 per mile. This maximum pay was given roads transporting 18,000 pounds of mail and over.

As shown above, the mails were continually increasing. Additional facilities were demanded, especially on roads where railway post office service was established. In return no additional compensation could not be allowed to roads already receiving \$250 per mile per annum for furnishing postal car facilities. That additional compensation could not be allowed to roads already receiving \$250 per mile per annum for furnishing postal car facilities. That additional compensation could not be allowed to roads already receiving \$250 per mile per annum for furnishing postal car facilities. That additional compensation could not be allowed to roads already receiving \$250 per mile per annum for furnishing postal car facilities. That additional compensation could not be allowed to roads already receiving \$250 per mile per annum for furnishing postal car facilities. That additional compensation could not be allow The other two were rescued by the Wilmington.

LITTLE HOLE, Nov. 20.—Wednesday night last five masked men, believed to be from Gad's Hills, went to a country store on the Petil Jean river. robbed the store. They then robbed a trading boat lying in the river; after which they de-camped. The sherilf and a posse started in pursuit of the robbers, who separated-two coming towards Little Rock and three going in another direction. The sheriff followed the two first mentioned and overtook them yesterday morning eighteen miles above here. A fight ensued in which the sheriff was shot and badly wounded by the robbers, who in turn were both badly wounded by the sheriff's posse and captured, brought to

NEW YORK, Nov. 30,-Judge Nelson rendered a decision this morning in the Brooklyn City Court upon the application of ex-Judge Morris to have the trial of the indictment against Theodore Tilton set down for December 8, that inasmuch as justify the court in giving a decision in favor of the defendant, he would make no order, but would leave the matter to counsel and the district atminutes; and to New York from San Francisco, 171 hours 1 minute, against 115 hours 28 minutes; the previous Year-a gain of 4 hours 27 minutes. The number of mails carried through westward-ly between the same points in schedule time this year was 507, and behind itime 44, against 457 in time and 165 behind time 18 year, and 182 hours 435 in time, and 185 behind time this year, against 283 in time, and 180 behind time last year. Between Washington and New Orleans mails were sent at the beginning of the year, in both directions, via Brietol, Knoxville, Cieveland, Dalton, Calere, Montgemery and Mobile; in November, 1874, they were diverted, going South, so as to run, after passing Cleveland, via Grand Junction, and, going north, siter passing Montgemery, via Atlanta; and in May, 1874, they were changed to run in both directions, via Atlanta. This tables show the effect of these changes on the running time, the average time going south this year was 78 hours 18 minutes, against 18 hours 35 minutes last year—a gain of 2 hours 57 minutes; and going north the average was 71 hours 3 minutes this year, against 17 hours 50 minutes last year—a gain of 2 hours 57 minutes; and going north the average was 71 hours 3 minutes this year, against 17 hours 50 minutes last year—a gain of 2 hours 57 minutes; and going north the average was 71 hours 3 minutes this year, against 17 hours 50 minutes last year—a gain of 2 hours 50 minutes last year—a gain of 2 hours 50 minutes last year—a gain of 3 hour and 50 minutes last year—a gain of 3 hours 30 minutes last year—a gain of 2 hours 50 minutes last year—a gain of 3 hour and 50 minutes last year—a gain of 3 hours 50 minutes last year—a gain of 4 hours 50 minutes last year—a gain of 1 hours 50 minutes last year—a gain of 3 hours 50 minutes last year—a gain o

A tabular statement hereto appended shows that the number of railway post office lines in operation on June 20, 1874, was 63, extending over 16,414 miles of railrond and steamboat-routes, an increase of 4 lines and 1.648 miles over the proceding year. The number of clerks employed was 850, at no annual cost of \$1,038,2%, an increase of 98 clerks and \$117,200. Upon 13,271 miles the service is performed daily, upon 3.122 miles twice daily, and upon 21 miles four times daily, equivalent in all to 19,99 miles cenh way daily. Counting all the lines both ways, the aggregate service is 38,180 miles daily. RAILWAY POST OFFICES.

POREIGN MAIL STATISTICS,
The total number of letters exchanged du The total number of letters exchanged during the year with foreign countries was 23,573,645, an increase of 1,119,889 over the number reported for 1871. Of this number 14,885,989 were sent from, and 15,680,566 were received in, the United States. The number of letters (single rates) exchanged in the United States and European mails was 19,967,642, an increase of 381,628 over the number reported for 1873. The total postage on the letters exchanged with foreign countries amounted to \$2,054,953,31, an increase of \$31,4225 over the amount reported for 1873. The aggregate amount of pestage (sea, inland and foreign) on the letter mails exchanged with the United Kingdom of Great Britain and Ireland, (hermany, France, Beigium, the Notherlands, Switzerland, Italy, Denmark, and Sweden and Norway, was \$1,428,800.50 on increase of \$22,233.15 over the amount reported for 1873. The postage on letters sent exceeded the postage on letters received from the same countries in the sum of \$72,883.15, being 5.06 per cent. of the aggregate amount. The postages collected in the United States amounted to \$899,944 s5, and in Europe to \$508,835.00. The excess of collections in the United States being \$691,129.05, or 20,9 per cent. of the entire postage receipts on European correspondence. INTERNATIONAL POSTAL CONGRESS.

The United States having been invited to take part in the International Postal Congress appointed to assemble at Berne, in Switzorland, on the 15th of September last, Mr. Blackfan, the superintendent of foreign mails, was selected as the representative of this Department. His acknowledged ability and thorough acquaintance with the foreign and domestic mail service of the country seemed to rendor his selection an uninently proper one. Mr. Rambusch, of the office of foreign mails, was appointed to accompany him as an assistant. They reached Berne on the 18th of September. The Congress had adjourned to the 13th of September. The Congress had adjourned to the 13th of that month, and on that day, after a few remarks from the president of the Congress, (M. Borol, Postamaster General of Switzerined,) complimentary to the position of the United States on the question of postal reform, the gentlemen above named took their seats. Two ressions only had been held before their arrival. On the 7th of Outober an International Postal Convention was agreed upon and signed by the delegates from all the countries representative decided to defer his signature until the approval of the National Assembly could be obtained. It is generally believed that Franco will eventually give her adherence to the convention, and, should be do so, all of Kurope, Egypt, Asiatle Turkey and the United States will be included W the proposed postal union. The convention will, of course, have to be ratified according to the laws and usages of each country participating in it, before its provisions can acquire the force of treaty obligations. It so ratified, it is proposed that it shall go into effect on the 1st of July, 1875. The provisions of the convention are too numerous to be stated in detail in this report. That a uniform letter rate of six cents may be Those of primary importance are:
That a uniform letter rate of six cents may be
established to all countries included in the postal
union, which will greatly reduce the existing
rates to all countries except Great Britain and

which is annually collected in the United States, and under existing arrangements accounted for and paid quarterly to the respective foreign of flore. The countries forming the union are to constitute a single postal territory for the exchange of correspondence between their post offices. The relations of countries of the union to countries outside of it are to be regulated by such special conventions as exist or may be concluded between them; and the rates of transport outside the limits of the union are to be settled by those conventions and added to the portage of the union. The provisions of the convention are not to effect any alteration in the domestic postal legislation of any country, nor to restrict the right of the contracting parties to maintain and conclude treaties, or to establish more restricted unions, with the view of improvement of postal

The report of the appointment office shows the following: Number of post offices established during

Number tilled by appointments of the Pres-1,405 Sumber filled by appointments of the Post-..32,686

The aggregate result of the free-delivery sys-m is thus summed up: Number of offices ... all postal cards delivered cal letters delivered cal postal cards delivered wspapers delivered tters collected stal cards collected ...

EMPLOYEES OF THE POST OFFICE DEPARTMENT. The following table shows the number of employees in the Post Office Department; also, the number of postmasters, contractors, clerks in post office service agains, railway post office clerks, and other officers in service on the 30th of June, 1573, and the 30th June, 1574, respectively, Departmental officers and employees:

sion of dead intter Topographer for the Department.
Thief clerks of bureaus.
Disbursing officer and superintendent of building. Other officers and agents

There is no authority for the rumor which has been extensively circulated, that a reduction of the force in the Philadelphia custom-house is contemplated.

Andrew's Society, of Philadelphia, held their annual banquests, yesterday being St. Andrew's day. At the latter many prominent citizens were The common council, at a special meeting yeserday afternoon, affirmed the action of the

finance committee fixing the rate of taxation on a full valuation at \$1.90 per hundred dollars for

1875. An addition tax of 25 cents on the one hun-

dred dollars was imposed for the crection of pub LIFE INSURANCE IN CONNECTICUT. New Haven, Nov. 30.—The judges of the Pro-bate Court have decided in favor of the constitutionality of the Connecticut law concerning life insurance companies, raised by a special plea of the American National Life and Trust Insurance Company on application of the insurance com-missioner for the appointment of a trustee over the same. An order was issued citing the comCHESAPEAKE & OHIO R. R. SKETCH OF ITS HISTORY, CONDITION

AND MANAGEMENT.

WHO OWN AND CONTROL IT-FINANCIAL EMBARRASSMENTS-EXPENSES OF CON-STRUCTION-PLANS OF THE MANAGE-MENT-RESOURCES OF THE COUNTRY (Correspondence of the National Republican )

CPARLESTON, ON THE KANAWHA,
November 27, 1874.
The Chesapeake and Ohio railroad has two regimes-the old, representing Virginia, and the new, represented by the New York and foreign capitalists. It is said that these interests have never worked in perfect harmony. Virginia had, up to the close of the war, pushed this great work up to Covington, at the foot of the Allerom Richmond. It was then called the Virginia Central, and was regarded, and justly so, a stu-pendous undertaking, of which Virginians were proud. More than fourteen millions of dollars had been expended in its construction, notwithstanding much of the work was done by slave labor. The engineering achievements, as well as the cestly character of the work necessary to carry the road over the Blue Ridge and North mountain, will always stand as credit to the forethought and enterprise of Virginians. It illustrated their State pride and their great anxiety to penetrate the farthest limits of the State, and develop her illimitable resources. It is only natural, then, that they should feel sensitive about the management passing out of their own hands and into those of foreign ones. On the other hand, it must be confessed that Virginians, as railroad managers, have not been a success. Nor is it necessary here to inquire into the cause. They secept General Mahone as their abiest manager, but his roads, admirably worked, and safely run as they are, have not been a success

It is not all Vivginia's fault that she has so much money sunk in non-paying railroads. The war left her helpless, financially and politically, and her railroad to Covington, in which she had sunk so many millions, was like the big elephant in a menagerie, a good enough animal to thow people, but a very expensive one to keep. The project of pushing the read through the mountains to the Obio river was not a new one; but I involved the most herculean portions of the work, in capitel and labor as well as engineering skill. From fifteen to eighteen million dollars were required, according to the surveyor's estimates, to carry this grand project to completion on the Obio river. Experience has shown this to be an selves all over it. A member from a county with under estimate. Instead of fifteen millions, at least twenty was required. Virginians have not several schools where grammar is taught, said ficen in a position to borrow maney abroad for many years. Where were they to find the men-bold enough, generous enough, and who could commend enough capital to make their great railroad project an active, working reality? At length, holding their tempting offers before Mesers. A. A. Low, William B. Aspinwall, Moses Taylor, C. P. Huntington, and other New York gentlemen, who count their wealth by the mil-

The agreement was entered into with the old owners, State as well as individual, and fifteen million dollars were advanced, to secure which first mortgage bonds were issued, work was resumed and pushed forward with great rapidity to Huntington, on the Ohio river. The old name of Virginia-Central was sunk and the name of Chergpeake and Ohio assumed. The working ident at their head. Mr. Figutington the president resides in New York, and is more a financial than a working head. In consequence of being cramped for money at the beginning of its working career the road has never been in a condition to work to advantage or to open up such lateral communications as were needed with the producing districts along its line. Economical management may be, and too frequently is in the South, so directed as to make it an impediment to spacess.

And now, having fulled to pay the last new otherwise by the earnings of the road falling off during the law year, a few of the New York bendholders go nto court and ask foreelosure. This action has excited a deep interest all over Virginia. Some persons say the object is to se Same idea of the expensive character of the work on the new portion of the road may be ob-tained from the fact that on twenty-one miles, in the vicinity of White Sulphur Springs nearly six million dollars were expended. In one place there is a tunnel through the solid rock 4,300 feet. At a place called Jirmy's run the filling is 120 feet high, a mile and a quarter long and propor tionately broad. The masonry work and bridging, too, are of the most substantial and expensive

to the summit, and that after going twenty or thirty miles down grade we should part company with these giant cone-topped mountains, and pass into an open, relling and fertile country. In that I was singularly mistaken. Meeting Colonel Craighill, of the engineer corps on the train ha told me to prepare for some of the most grand, bold and picturesque scenery I had ever seen, on what is called the New river canon, a distance of eighty miles, and advised me to take a seat at the rear of the sleeping-car. The Colonel is now working in connection with the James River Improvement Company, and was on his way to join a party of engineers who are to make a survey of a route for the extension of James river and Kanawha canal from its present terminus to Quinnimont, on the line of this road. He joined the party a few miles below, where they were encamped. A few miles west of White Sulphur we struck the Greenbrier river, a clear, blue stream, impregnating the air with sulphurous odors, and running at the foot of mountains rising in broken and wooded points eighteen hundred and two thousand feet. These were pierced bereaud there with narrow gaps or chasms, through which streams were flowing.

After proceeding in this way for about forty-

Springs on Saturday morning, that we had got

five miles, with no open country to relieve the cye, we reached Hinton, where the company intend to build repair shops, and where a desperate effort was made three years ago to build a town and get up a speculation in corner lots. Here the Greenbrier forms a junction with New river, the elear, blue waters of both breaking broad and shallow over a rocky bed. Here, also, we entered the New Hiver canon, the mountains rising almost perpendicular on both sides from two to three thousand feet in many places. The rock formations here were in great variety and very interesting as a study. Some of them were piled up in thin layers, as regular as mason work, to the height of two thousand eight hundred feet. In others they presented massive boulders, proand fifteen hundred feet. I was pointed to a crag lifteen hundred feet above the track, and from detuched a few weeks ago, seriously impeding the trains and injuring the track. Only last Wednes day a passenger train ran into a detached boulder, in a place called Lewis' Cut, and completely disabled the engine, damaged several of the cars, and frightened the passengers. We have been going down steep grades and

Sulphur Spring; and are now in a tunnel six thousand two hundred and forty feet long, so dark and so sulphurous that one imagines he is on the way to the lower regions. On emerging from these dark regions the rock formations present new and more interesting pictures. We have reached a coarse grey standstone region, with great boulders forming walls, and looking as if they had just been cut and piled one upon the other by human hands. If Hugh Miller had been alive and could have seen those curious grey sandstone formations he would have written another book of footprints. Then we had indications of coal, and then coal mining in all its ac-tivity. The mountains along this New river course abound with bituminous coal of the finest kind. Every few miles we came in view of a coal company's sign and works, and saw the cars going up and coming down the mountain side. The mountains decrease gradually in height as you proceed west, as the coal shoots indicate. At Quinniment, where General St. John has his large iron and coaking works, the shoot is 2,300 feet from tiple to entry. At Sorrell's mines, twenty-one miles below, the shoot is 1,800 feet. At Cannelton, where a company is mining cannel coal, thirty miles further west, the shoot is 90% feet, but the entrance is more than one hundred feet below the summit. At Biackburg and Coal-burg, where splint coal is mined, twelve miles further on the shoots are only 100 feet.

On reaching Hawk's Nest, where the rock foundations are broken into indescribable crags, and seem inclined to tumble over on each other. New river forms e junction with the Kanawha, and tumbles down through a gorge of rocks. Here our train crosses the river on a bridge of magnificent masonry, and proceeds down the the rocks again form a gorge, and the water rushes down some thirty feet. There is a new, bright and cheerful hotel here, kept by a live Yankee, and we got as good a dinner as I ever Yankee, and we got as good a dinner as I ever eat, with fruits, pastry, feed tea and coffee, and polite attendance, for 75 cents. Living is cheap in this part of the world. A mechanic can get Green was rescued by farmers from Kent Island

good beard for \$2.50 a week and his washing | FOREIGN INTELLIGENCE

We reached Charleston, the present capital of West Virginia, a little after 3 o'clock, having nassed through nine tunnels between here and White Sulphur Springs-one hundred and forty-two miles; and it was not until we had reached within a few miles of this city that the mountains, comparatively speaking, began to diminish and recede from the river, and apple orchards, and fields of corn greeted the eye. We had had a sharp down grade all the way, and for seventy miles through the New River canon, where every-thing is on end, and nothing like farming was seen-no-but the crude log cabin of the mountaineer, who, in his coarse garments, stood in his door gazing at us with wondering eyes as the highest illustration of our genius and civilization went swillly by. And yet I was told that beyond these mountains, on both sides of us were rich and productive lands, on which wheat and tobacco were raised in large quantities. But they have not yet found an outlet to marke; over this read, which seems somewhat strange. In speaking of the road I must not forget to mention its excellent condition on its western slope. About one hundred and thirty miles of it is laid with heavy steel rails, and well ballasted. Unlike the eastern or old portions of the road the stations are provided with comfortable, small and brightly-painted depots.

I met an Irish gentleman on the train to day who has been prospecting in the New river country for coal and timber lands. "Why, sir," said he, referring to the way real estate was tumbled up here, "the sun does not rise here until an hour or more after the time set down in the almanac. As for the hills old mother Nature had so little space and so much land that she had to set it on The people in this part of West Virginia are

as distinctive in their characteristics from the old or Eastern Virginians, or even the West Virginians in the northern countles, as the Georgians and South Carolinians were before the war. They are taller, more vigorous, broad minded and hardy race, fond of speculating and originating schemes for developing the resources of the State. The poorer classes are, however, like all mountaineers, a shiftless set, live chiefly by hunting, and have no use for the schoolmaster. A New York gentlemen, engaged in getting oak timber for the English market, told me he had sixty-two of those mountain men on his roll, and only five of those could write their names. A little of the Peabedy fund might be found

useful up here. Illustrative of this mountain re-gion a story is told of a member of the Legisiature from Clay county. Clay county is stuck up in a perpendicular on one corner of the State, has one hundred and sixty voters—so the story runs and only two "scholarly men," who spread themsome very unkind things about the size and population of Clay county. This brought the Clay county member to his feet. He admitted that the county he represented was not crowded with neo ple born with books in their hands and silver spoons in their mouths; but he would bet the gentleman from - county a hogshead of leaf obacco that Clay county, if measured up and down every hill and mountain, from base to summit, would show more surface than the county the gentleman came from. The bet was declined

POLITICAL. VIRGINIA.

THE PETERSBURG ELECTION CASES, RICHMOND, Nov. 30.—In the United States Circuit Court to-day, Judges Bond and Hughes sitting, the judges announced that they disagreed in the Petersburg election cases, and would cer-tily them up to the Supreme Court of the United

Eight judges and three registrars of election in etersburg were indicted under the enforcement act of Congress for obstructing and preventing colored men from voting at the municipal election in May last. Counsel for the defendants demurred to the indictments, and the points raised were elaborately argued. The judges differ on but one point, vis: That none of the indictments charge that the persons prevented from voting were so prevented "on account of race, color or previous Judge Hughes holds that the indictments are

fatally defective, and thinks this change should be made in order to let in the proof or inference

Judge Bend holds that, as the motives of men annot be looked into or proved except by their acts, it is sufficient to charge that citizens of the United States were prevented from voting, and that the motive of hostility to races may be inferred from the act of preventing a colored voter

INDIGNATION MEETING OF WHITES. AUGUSTA, GA., Nov. 30,-A large and enthulastic meeting was held in Edgefield, South Carolina, to-day. Indignation was expressed at the base charges against white people and the arbitrary arrest of citizens. The speakers, among whom was Governor M. C. Butler, said the erly false and without the smallest foundation, showing that more intimidation had been practiced by colored than by white people. A committee was appointed to report to a

meeting next Monday, with instructions to obtain the facts in regard to intimidation on election day by the Radical party and other matters. LOUISIANA NEW OFFICIALS INDUCTED INTO OFFICE.

NEW ORIEANS, Nov. 30,-The newly-elected city officials were inducted into office to-day, and will hold their first regular meeting to-morrow. Mayor Leeds' address advises the most rigid economy in every department of the city government.

The meeting of the Hodgson court-martial has been postponed one week, to enable the accused to prepare his defence. BREAKING OF A RAILROAD

RRIDGE.

BALTINORS, Nov. 30. - The secommodation train on the Northern Central railroad, which left this city at 3.35 this afternoon, and the Roser, Nov. 30,-No bids for the supply of to-bacco to the Government will be asked for this Cockeysville secommodation for Baltimore meton the iron bridge over Lake Roland, seven miles from this city, and, while passing, the bridge (an fron structure) gave way. The engines of both trains crossed safely, but the tenders and bag-gage cars of each plunged into the water, followed by the smeking cars, the ends of which submerged. One passenger, Mr. Young, of Wood-bury, Baltimore county, was killed. Engineer Purdy, of the Cockeysville train, and Conductor itarris, on the York train, are reported injured. Lee M. Whistler, of Cockeysville, had his leg crushed and will probably die, and several other pastengers are reported injured, but not seri-ously. The bridge over Lake Roland, 80 feet

A BRUTAL NURDER. TERRE HAUTE, IND., Nov. 30.—At Cloverdale, Putnam county, Indiana, yesterday, Thos. Martin became offended at something said by his wife and gave her three minutes to retract. At the end of that time he shot her with a pistol, taking effect in the head and killing her instantly The poor woman had her babe in her arms when shot, and fell with it clasped to her breast. A man named Stanton was in the house, and Inter fered to save the woman, when Martin shot him in the shoulder, probably fatally. Martin has been trying to get rid of his wife, and had offered her \$500 to consent to a divorce, as he wished to marry another woman. It is not

long, gave way under the weight of the two trains. The water is from 20 to 30 feet deep.

Fortunately none of the passenger cars went

down, being suspended from the bridge and only

the ends reaching the water.

believed be made any charge of infidelity against her. After the shooting he assumed the insane dedge. There is great excitement in Cloverdale and strong probability that the murderer will be PHILADELPHIA, Nov. 30.—The following appears in to-morrow's Press: "The ramors of a sale or transfer of the Press property and management have been so rife, and have assumed such shape during the past week, that it is judged best to set them at rest by an explicit and authoritative contradiction. No sale of the Press has been made

of the paper on the 1st of January next. It remains now, as it always has been, in the sole pro-prietorship of Hon. John W. Forney. There will be no change in the editorial charge of the Press BALTINORE, Nov. 30 .- The oyster pungy Mayflower was run into and sunk at six o'clock yesterday morning, off Kent Island, Chesaneake bay, about thirty miles below Baltimore, by an unknown schooner. Geoorge Warner, captain of the pungy, John Bower, John Smithfield, James

ALSACE AND LORAINE IN THE GER-MAN REICHSTAG.

VIGOROUS SPEECH BY PRINCE BISMARCK CONQUERED PROVINCES - MEETING OF THE FRENCH ASSEMBLY - DIVISION AMONG THE RIGHT-AFFAIRS IN SOUTH AMERICA.

Berlin, Nov. 30 .- In the Reichstag to-day the Alsace and Lorraine loan bill was taken up, and gave rise to a most interesting debate. The Deputies from Alsace and Lorraine took occasion in the course of the discussion to declare that they were opposed to the high endowment of the Uni versity of Strasburg and to other educational grants for the provinces, because they were made in the interest of the Empire, and not of the provinces themselves. PRINCE SISWARCE REPLIED

as follows: "The question before us concerns In perial interests. It is not a question of Alsace and Lerraine. The university is for Imperial purposes. In a well-fought war, in which we deended our existence, we conquered those provinces for the Empire.

"It was not for Alsace and Lorraine our soldiers shed their blood. We take our stand upon the (mnorial interests for which, and not for the sake of their own coelesinstical interests, we annexed those provinces. We have other grounds for action than those people whose past leads to Paris and whose present leads to Rome. My own views respecting the creation of an Alsace and Lorraine Parliament, which at first were too sangular have been modified since I became sennainted provinces.

"Such a Parliament would lead to continual agitation, and perhaps might endanger the peace of the empire. We shall doubtless be obliged t take more serious steps in regard to school matters there. We cannot permit the existence of elements which strive to hinder education. My

action is guided by imperial interests.
"I shall not be frightened from my course by re reaches, threats or persuasions. Before ad rance is possible we must be convinced of the ex-stence of trustworthy elements. We may exect a better discernment in the rising generaion, and must therefore, see that good schools At the conclusion of the debate the loan bill vas referred to a committee. The bill to carry into effect the provisions of the

Berne postal convention passed to a third read-Herr Sigle, editor of the Vaterland, has been sentenced in confunction to ten months' im-

prisonment, for asserting that Kullmann's at empt on the life of Prince Bismarck was a sham olot, concocted by the police. VON ABNIM'S COUNSEL. Count Von Arnim has engaged Dr. Dockherne

as additional counsel at his approaching trial. FRANCE.

MEETING OF THE ASSESSILY. VERSAULES, Nov. 30.—The Assembly met this afternoon and held a very brief sitting. The at-

tendance was light, and nothing of importance

Thiers was present and conversed with Gen. Clasey.

Five bills, relating to the organization of the army, Cadres and staff, were submitted by the Minister of War and referred to the Committee on the Army.

Parts, Nov. 30.—The political parties have been busy preparing for the opening of the As-sembly. Numerous caucuses have been held, and negotiations are going on between various sections of the Assembly. What combinations have been made it is impossible as yet to determine. The many rumors in circulation render the situation indefinite. The factions of the Right deputies of the Extreme Right have resolved to vote against constitutional bills.

DE CHAMBORD TO HIS SUPPORTERS The Count De Chambord has written a lette o his supporters in the Assembly, in which he

everything to further the interests of the country and the cause of royalty, I will offer no advice but the true Royalist must do nothing liable to delay the restoration of the monarchy. for constitutional bills, and may shake their pur

The passage of a constituent measure not depends on the attitude of the Right Contro. The Left is firmly united, and will bring no me

tion forward which might cause the differing sec tions of the Right to draw together again. THE MUNICIPAL PLECTIONS. Later details of the municipal election here esterday, and returns from the towns where

second ballots were necessary in consequence of failures to elect on the 22d uit. show further He publican successes. SPAIN. PROMINENT PERSONS ABANDONING DON CARLOS.
MADRID, Nov. 30.—It is officially announced

that General Saballar, 'the Marquis De Villadarco and other preminent persons have abandened the cause of Don Carlos. DISASTERS ON THE COAST.

NAMEANDER NOV. 30 .- The weather continues very stormy on this coast and a heavy gale is blowing. A ship has sunk in the harbor, and several other vessels, with signals of distress fly-GREAT BRITAIN.

MEDALS FOR ASHANTEE VETERANS. London, Nov. 30 .- The seamen and marines

who specially distinguished themselves in the Asbantec campaign are to be presented with medals by the Queen at Windsor on Thursday NO TOBACCO WANTED THIS YEAR.

fiscal year. The tobacco administration gives notice that it has amassed a sufficient stock FIJI ISLANDS. THE REPORTED REVOLTS DENIED.

Lownon, Nov. 30.—The report brought to San Francisco last week by the steamship McGregor, of revolts in the Fiji islands, is unfounded. Every thing there is progressing favorably. BRAZIL.

INCITING A PRELING AGAINST FOREIGNERS. Para, Nov. 29,-The Tribuna newspaper of this ity continues to publish violent articles against reigners generally, and particularly against the officers of the Portuguese corvette. The peo-ple of the city of Parahiba have risen against the oreigners there. The Government has sent 2,000 roops to suppress the demonstration.

WHAT PORTUGAL TRINKS OF IT. LISBON, Nov. 30 .- The Brazilian Government has informed that of Portugal that the newspa-per Tribuna, of Para, will be prosecuted for its hostile attitude toward Portuguese subjects.

A REVOLUTIONARY STRANDS CAPPERED. PANAMA, Nov. 21 .- Advices from Peru state but the piratical steamer Talisman was captured by the monitor Hunscar in the bay of Pachochas. One thousand packages of arms and ammunition were found on board, but some forty-seven Peru vians and a number of the crew were on shore and had landed part of the cargo. They took possession of the port of Ho, driving out the mail garrison, with the loss of some lives on

The party on shore, as soon as they saw the dled in what they could, and started for the in terior town of Mognegun, which place they took possession of, and there Senor Pierola, the chie of the expedition, proclaimed himself a dictator, and enlisted all the men he could. Troops werdispatched, and it was expected the rebels would soon be made prisoners.

OPPOSITION TO A TREATY WITH CHILL A revolution is reported to be plotting in Bo livia in order to protest against the trenty re cently celebrated with Chill.

A LONG SENTENCE. Boston, Nov. 30.—In the Superier Criminal Court this afternoon Charles H. Bullard, alias Wm. A. Judson, the principal in the famous robbery of the Roylston national-bank of this city in the State prison.

CHEAP TRANSPORTATION. RICHMOND, VA., Nov. 30 .- The conven the American Cheap Transportation Association convenes here to marrow morning. The sessions will be held in the Young Men's Christian Association ball. Many delegates have already ar-

# NO. 294.

DEATH OF MAYOR HAVEMEYER

THE MAYOR PALLS DEAD IN HIS OF-FIGE.
NEW YORK, Nov.30.—The city was startled this morning by the announcement of the death of Mayor Havemeyer, which occurred shortly after he entered his office, and while engaged in reading the mail matter which had been placed on his deck, Mayor Havemeyer went to Fiushing, Long Island, yesterday, to visit Mr. Oliver Charlick, who has been ill for some time, and at whose resi dence the Mayor spent the night. He returned to the city this morning, reaching his office later than usual, and proceeded to open and read his correspondence. He had not been engaged long in reading when he suddenly dropped to the floor. Medical aid was at once summoned, and everything that could be attempted to restore the af-flicted man was resorted to without effect. Once he rallied, and hopes were entertained that the worst had been passed. The Mayor remarked to one of his friends, when it was suggested that a physician be sammoned: "I am new as well as ever was: I will be all right when I get warm." In a few minutes, however, he was again selled by the fatal malady, frew breath heavily several times, and expired. Apoplexy was the cause of death. He expired before the physician who had here supposed exached him.

been summoned reached him.

As seen as the death of the Mayor was made known the wildest consternation prevailed in and around the City Hall, and crowds of officials and visitors pressed for admission to the chamber of death. None were admitted, however, except the immediate friends and relatives of the deceased The train on which Mayor Havemeyer left Flushing for New York broke down when about three miles from this city, and the Mayor was obliged to walk this distance against the stin, rosty wind that prevailed. When Mayor Havemeyer reached the City Hall

a few minutes before twelve, it was noticed that he did not appear to be in his usual health. He seemed quite exhausted. He took a seat, explained the reason of his delay, described his walk, which was one of about three miles, and complained of great inconvenience from his un usual exercise, which he thought was brought on by exposure to the high wind which was provailing. After resting in the outer office a few minutes he said he felt better, and after a fit of elching, which he said had been repeated twice before, he retired to the inner office, and taking his customary seat at his desk, proceeded to open his correspondence. He had broken two or three letters, and was just examining a note inclosing a check for the Tuscumbia sufferers when he rose from his chair and attempted to cross the floor. He had tottered but a few steps when he sunk suddenly down backwards. He was seen to fall. by several attaches, and a physician was imme-

diately sent for. By this time consciousness had entirely de serted the mayor, who lay upon the floor of his office. His aboes were removed, his clothing looseped, and his hands and feet were chafed in hope of restoring circulation. Dr. Wonglor, of the Park hospital, soon arrived, but upon a hasty examination declared that he was dead. He did not utter a word after the attack, and only lifted his hand to his head in a mechanical way as he fell, when it dropped heavily at his side. The physician gave it as his opinion that he died of apoplexy, superinduced by the overexertion of The body of the mayor was placed upon a

lounge in the inner office. A guard of police was then stationed about the entrances to the office, and a messenger was dispatched to apprise his family of his death. Mayor Havemeyer has been in good health, not having complained of illness The flags on all the public buildings areat half mast. The major was seventy years old. Mr.

Vance, president of the Board of Aldermen, was

sworn in as acting mayor this afternoon to serve until the installation of Mayor Wickham, Janu-1. Mr. Havemover's remains were removed to his residence in West Fourteenth street this after The libel suit of John Kelly vs. Mayor Have-

meyer was on trial in court when his sudden death was announced, and the case came to a termination. All the courts that were in session

and ten, and the finest-looking man of his years in the city. He has been Mayor twice, the first election having been thirty years ago. He was descended from a first-class German stock, and had the look of one of nature's noblemen. Mr. Havemeyer was a very successful business man, and in addition to prosiding over his sugar refinary he filled with much credit, the president he retained to the time of his death. He had been wonderfully popular when we consider that be never courted the masses. He never had any intimacy with the former dishonest rulers of the city, but stood aloof from the corrupt influences

## excessive partisanship.

THE 'LONGSHOREMEN. MASS MEETING LAST NIGHT. New York, Nov. 30.—A large mass meeting of longshoremen on a strike, comprising representatives of their union from this city, Brooklyn and New Jersey, was held this evening in Coope Institute. The meeting was conducted in a quiet and orderly manner. Hon. Richard O'Gor man presided, and delivered an address on the situation of affairs, and was followed by Colonel Jehn B. Fellows, Major Wm. Burroughs and

Resolutions were passed declaring that the men were always willing to pay their fair share of bort charges; that rent and all other necessar ries of life cost as much now as for years back; that their employment was uncertain, and that the same kind of work commanded higher wages in Boston and Philadelphia; also congratulating the society on the good order which prevailed during the strike; thanking the press of the coun try for the fair and impartial manner in which their case had been presented to the public; expressing disbelief that they should give their labor for wages which would not permit them to live in comfort, and submitting their claims to the fair and impartial judgment of the public.

"TWEED'S APPLICATION.
NEW YORK, Nev. 30.—Counsel for William M. Tweed presented to Judge Barrett, in the Oyer and Terminer Court to-day, a petition from Wm. M. Tweed, setting forth that he is detained illegally in the penitentlary on a warrant granted on conviction for a misdemeanor by the court which had, as his counsel informs him, and he verily believes, no jurisdiction to try that offend able on Wednesday morning in the Supreme Court chambers, commanding the warden to produce him in that court, and return the cause of

said detention. The writ was granted. OUR ROYAL VISITOR SAN FRANCISCO, Nov. 30 .- The King of Hawait will not leave for Washington till Saturday next, as he wishes to visit all points of interest in this city before his departure. He has expressed a wish to witness a review of Col. McCombs' regi ment of the California national guard, and Gov the King next Friday. Last evening the King inspected the Clay street chain-cable railroad and gave a reception to several city officials at

BALTINGEE, Nov. 30 .- William Ogie Key, aged fifty-three, was found dead in bed at the Rennert House this morning. The coroner's verdict is that he died from taking morphia to excess, whether for the purpose of suicide or from accident is unknown. Mr. Key was a native of this State, and well known in New Orleans, where he was for a long time connected with the St Charles hotel, and recently from Mobile, where his family new reside.

THE LATE JUDGE REED. PHILADELPHIA, Nov. 30 .- The death of Judge Reed was announced in the various courts to day with suitable remarks, and they were all adjourned in respect to the deceased. A general bar meeting will be held in the Scpreme court room on Wednesday to unito in ex-pressing regard for the memory of the deceased.

A schooner, with a crew of three men, was cap sized by a squall in the Hudson river, near Newburg, on Sunday, and all are believed to be lost. The Jesuit's Church of the Sacred Heart, at

Augusts, Ga., was dedicated on Sanday with imposing ceremonies. Bishop Gross preached the dedication sermon. A heavy earthquake occurred at Oreana, Nev. on Sunday. There were two shocks, lasting two minutes. No damage was done.

W. M. Sturgis, whose recent trial before the Chicago Board of Trade for unmarcantile conduct Chicago Board of Trade for unmercantile conduct created so much excitement in commercial circles, has arranged with his creditors to pay them in full within sixty days, s.d to-day the suits brought against him and the County National, bank were withdrawn.
The St. Andrew's Society, of New York, held

following officers for the ensuing year: President R. Gordon; secretary, A. Rhald; treasurer, H. Dinnindie. Last night the society had their annual banquet at Delmenico's.

During an alternation between Arsenicho Spo-

their annual meeting yesterday, and elected the

lite and Antonio Gallo, Italians, last night, in New York, the latter stabbed and mortally wounded Spolifo. The murderer was arrested.